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of the book the reader might be able to surmise what in the opinion of the author is the socialist point of view, but it will be difficult to find the *argument* upon which that point of view rests.

For instance, the author asserts that each one has a right to share in the possession of land and the means of subsistence because "no one disputes . . . . that the individual has a right to life" (p. 33). Farther on, the propositions that "labor produces all wealth" and that "the laborer is entitled to his product" are regarded as "two fundamental truths" (p. 55).

Evidently the question how the share of each laborer in the product is to be determined is too simple to require attention. Then again, for all social evils and sufferings, capitalism is made responsible (p. 97) and "our present economic system in its ethical bearings stands condemned without argument" (p. 99). Specifically, intemperance, the author asserts, will be eliminated because under socialism "the pecuniary incentive [profit] on the part of manufacturers and dealers" of intoxicating beverages will disappear (p. 106)!

De hoc satis. The book can appeal neither to the serious student of socialism nor to the ordinary layman who is interested in the socialist movement. It is neither a scientific nor a popular presentation of the socialist argument.

Panama. By Albert Edwards. New York: Macmillan, 1911. 8vo, pp. x+585. \$2.50 net.

This volume on Panama gives an admirably written account of the author's own experience during his visits to the Canal Zone and neighboring territory; and furthermore a careful and fairly detailed history of the isthmus from the time of its discovery, through the period of Spanish occupations, the revolutions, the French attempt at canal building, and the work of the American Commission. Some study is made of the industrial possibilities of the isthmus. It is the author's opinion that various enterprises such as lumbering, fruit raising, and gold mining might be profitably undertaken if the government of Panama could be induced to spend money on the development of transportation facilities and if some more certain labor force could be discovered.

Several chapters are devoted to the canal, its history, the men who have done the work, their problems, and the various activities of the canal commission. The writer's enthusiasm for these men and the way in which they have done their work certainly is justified by the results he shows, as in the work of the sanitary commission or the commissary department. But his right to call this work an experiment in socialism, when he himself admits the government to be bureaucratic, is not clear. That, however, does not detract from the results nor from the value of the facts which are presented. Certainly the author's style in presenting his material makes it most interesting reading.